

the infrastructure bill, and in a moment, I will take the procedural steps to make their legislative language the base of the bill here on the floor.

I want to congratulate the Members of the bipartisan group for their efforts. We haven't done a large bipartisan bill of this nature in a long time. I want to especially thank the staffs, who burned the midnight oil many a night, for their diligence, their hard work, their intelligence, and their skill.

Thank you, staff, listening and a few in the room here tonight.

These days, it isn't easy to do major bills in the Senate, especially bipartisan ones, so I have tried to prod the negotiators along when they have needed it and given them the space when they have asked for it. In the end, the bipartisan group of Senators has produced a bill that will dedicate substantial resources to repair, maintain, and upgrade our Nation's physical infrastructure. It has been decades—decades—since Congress passed such a significant stand-alone investment, and I salute the hard work that was done here by everybody.

In order for our workers, our businesses, our economy to succeed in the 21st century, we cannot have infrastructure that is stuck in the last century. The bipartisan infrastructure bill is designed to bring our infrastructure up to date for a new century, and that is a significant achievement.

Now, for the future, for the information of Senators, here is how we plan to move forward. I will offer the text of the bipartisan infrastructure bill as a substitute amendment, as I promised, making it the base of the bill.

Then the Senate will work to consider additional amendments to the bipartisan framework. Given how bipartisan the bill is and how much work has already been put in to get the details right, I believe the Senate can quickly process relevant amendments and pass this bill in a matter of days.

Then I will move the Senate along the second track of our infrastructure effort and take up the budget resolution.

A bipartisan infrastructure bill is definitely necessary, but to many of us, it is not sufficient. That is why soon after this bill passes the Senate, Democrats will press forward with a budget resolution to allow the Senate to make further historic, vitally important investments in American jobs, American families, and efforts to reverse climate change.

Look, I have set out two very ambitious goals for the Senate this summer, and we are now on the way to achieving both. As I said, both tracks, this one and the other, are very much needed by the American people, and we must accomplish both.

Now, after many days of waiting and a lot of hard work and a lot of compromise, I ask that the clerk report the pending business.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (H.R. 3684) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

There being no objection, the Senate proceeded to consider the bill.

AMENDMENT NO. 2137

(Purpose: In the nature of a substitute.)

Mr. SCHUMER. I call up the Sinema-Portman substitute amendment No. 2137.

The PRESIDING OFFICER. The clerk will report the amendment.

The legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER], for Ms. SINEMA and others, proposes an amendment numbered 2137.

Mr. SCHUMER. I ask to dispense with the further reading of the amendment so we may get forward to other amendments.

The PRESIDING OFFICER. Without objection, it is so ordered.

(The amendment is printed in today's RECORD under "Text of Amendments.")

MORNING BUSINESS

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate now resume morning business, with all previous provisions in order.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The PRESIDING OFFICER. The Senator from Virginia.

INVEST IN AMERICA ACT

Mr. WARNER. Mr. President, I want to thank the majority leader and all of my colleagues. I want to mention two other things briefly.

No. 1, Senator TESTER, who has been intimately involved in this effort, could not be here with us to tonight, but he was with us all day and has been up with us for weeks and weeks.

I do think it is really important—the base bill that we will be negotiating will be the EPW bill. That committee is chaired by TOM CARPER from Delaware. He has a lifetime record, from the House to his time as Governor, to his time in the Senate, of always working in a bipartisan fashion. He has spent literally decades on infrastructure. He will be carrying the ball for the majority on this. We support him, and we commend him, and we wouldn't be here if he hadn't put together the kind of base bill that we were then able to build upon.

With that, I yield the floor.

The PRESIDING OFFICER. The Senator from Utah.

Mr. LEE. Mr. President, I ask unanimous consent to speak for the duration

of my remarks, not to be limited by 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

INVEST IN AMERICA ACT

Mr. LEE. Mr. President, it is an honor to serve in this body. It is an honor to serve with the men and women from whom we have just heard.

The Senators from whom we have just heard are some of my favorite people in the Senate. For that matter, they are some of my favorite people. I like them, Democrats and Republicans alike. They are hard-working. They have been working really hard. They have gotten very little sleep in the last few days.

Notwithstanding my great respect for them personally and professionally, I rise today because I have got real concerns with this bill, a lot of them. Those concerns, unfortunately, can't be overcome by the respect I have for the individuals involved or my gratitude to them for their willingness to work hard for months on end and through the night on many, many nights in the recent past. These individuals are hard-working, and they genuinely want to do good.

I have a different perspective on this bill. I recognize that I am the only one with that perspective on the floor right now, but I assure you, Mr. President, I am not alone. I am not alone among Senators, and I am sure not alone among those I represent and those represented by the 100 of us in this body. There are a number of Americans who see that all is not well with the way we spend money, the people's money, within the Federal Government, and it is to them that I would like to direct my remarks tonight.

Let's talk for a minute, first of all, about infrastructure. One of the things that I think makes this an appealing piece of legislation is the fact that it deals with something that most Americans intuitively understand we need. Infrastructure is something that is somewhat uniquely positioned for government. It doesn't always have to be through government, but it can be, and it often is because it is a public good. It is a public good that is supposed to be accessible to all, not excludable, and it is difficult to have that without some sort of a master plan.

Infrastructure is also something that can make the difference between someone having to spend hours of their life each day stuck in gridlock traffic and being able to spend time at home with their family.

Infrastructure benefits us in countless ways. The fact that infrastructure is a good thing and that we need it is a different question from whether we can afford the infrastructure plan in this particular case. It is also a separate question from whether Federal infrastructure is what we need, at least to this degree.